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Hints for the Motorist

BY ALBERT L. CLOUGH

POSSIBLY WEAR IN TRANSMISSION

C. R. writes: Lately, when I put my Ford into neutral and suddenly press tightly on the foot-brake pedal, a sharp knock occurs somewhere in front. Can you tell me what causes this?

Answer: We suspect that your transmission is considerably worn, especially as to its bearings and that when you apply the foot-brake with the transmission gears running idle, the action of the band throws some of the parts out of line enough to develop the loss motion present, producing the knock. Quite likely you will have to have home bearings replaced or other parts renewed in this transmission, but if the noise does not trouble you when the car is running, it may not be necessary to do this now.

IGNITION TIMING AND CLUTCH "GRABBING"

W. F. asks: Is the ignition of an engine correctly timed, when with the spark-plugs fully retarded and the spark-leads wide open, and the piston of the cylinder that is on compression, is just at upper dead-center? What causes a clutch to "grab"?

Answer: This ignition setting would be likely to give too much spark advance, and the following is safer: With lever fully retarded and piston on upper dead-center, set the breaker-cam so that when the black-dot in the timer drive-gears is taken up in one direction, the points open and when it is taken up in the other, they come together. Grabbing in an oil-die clutch, may be caused by the use of too thin bodied lubricant and in a leather lined cone-clutch, by the lining being dry and unpolished or by the weakness of the engage-ment springs that are usually provided under the lining.

ANOTHER HARD STARTING ENGINE

F. J. writes: My Ford used to start easily, but now it sometimes is almost impossible to secure even one explosion. Even towing the car around fails to result in a start. The difficulty is at times almost as great when the engine is warm, as when cold. What suggestion can you give me?

Answer: Have you tested to see that you actually get a good spark when the engine is being turned over and does not start? You can do this by laying the plugs on the block, with their cables connected and cranking. If the spark is all right, you should look for carburation troubles and test by priming the cylinders, putting the plugs back and cranking. If the engine starts then, lack of a good fuel mixture is probably the trouble. In case there is no spark when the engine is cranked, the trouble may be weak magnets, and open circuit in one of the magnet coils or a ground therein, poor contact at the magneto connection spring, some defect in the primary circuit, vibrators adjusted with too wide gaps or too wide gaps at the spark-plugs. Possible carburation troubles are: Air-leaks around inlet valve stems or at the carburetor gasket, dirt in the carburetor jet or too low fuel level in the float chamber.

THE HEAVY GREASE EVIL

Avoid Lubricants That Do Not Distribute Properly

There is one danger to the transmission parts of a car against which the motorist cannot be warned too strongly, namely, that arising from the use upon them for lubricating purposes, of grease of too stiff grade. The earliest motor cars were lubricated entirely by means of oil, but their transmission parts were contained in housings which were not oil-tight and they were very "sloppy" affairs and wasted much oil. In order to overcome this leakage, non-fluid lubricants or greases were introduced, which were retained somewhat better in the crude housings than in use. The gear-cases and axle-housings of modern cars have been so developed as to be practically all-right, but the use of excessively heavy greases is still too much persisted in, although the necessity for it has nearly passed. Both owners and garage attendants appreciate the risk involved in the use of semi-solid lubricants, altogether too little, the latter often filling the housings of customers cars with greases of very heavy body and very slight distributing tendency, with the assurance that "this packing of grease will last through the season." No doubt the grease will last that length of time, but whether the gears and bearings will do so is another question.

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When a housing is filled with too stiff grease, the following is very likely to happen: The gears and shafts in their motion, force the grease away from them and if it is too solid to flow, it remains out of contact with these parts and does absolutely no good; the bearings will soon run dry and serious wear will rapidly take place. It is no uncommon thing, when a housing cover is removed, to see the gear faces dry and bright and all over greasy adhering to the housing walls, entirely out of action. Every motorist should occasionally remove the covers or universal joint housings and make sure that the "dope" in them is thin enough to distribute over all the working parts. A majority of manufacturers now recommend the use of steam cylinder oil for the purpose of filling transmission compartments and housings containing gears and bearings and a pretty light grease for universal joints and even through there may be some leakage of these lubricants in warm weather, their use is generally advisable.

THE BRAKES.

The accompanying diagram illustrates a typical arrangement of two brakes, as arranged upon the right-hand wheel of a car, the spoke, hub-flange and the flat portion of the brake-drum not being shown, in order to render visible the braking parts. Here A is the cross-section of the cylindrical portion of the pressed steel brake-drum, which is centered with an bolted fast to the wheel-flange and which turns with it and is removable with the wheel. B is a circular plate shown (partly cut away), forming a part of the axle-housing and thus stationary and capable of forming an anchorage or support for stationary parts of the brake mechanism as well as of excluding dirt from the parts. C is the axle shaft in cross-section. D is a flexible sheet steel strip, formed into circular shape and having riveted to its inside surface the lining E, usually made of asbestos fabric woven on wire gauze. This forms the band of the external brake, the one which is operated by pedal and known as the service brake. The similar steel strip, F, forming the external lining G, located within drum A, forms the band of the internal brake, usually operated by lever and known as the emergency brake. H is the section of a support, which is part of the axle housing and is bolted to its ends by the pin I, which is riveted to the band D. This is the external brake band anchorage and holds it stationary against the force of friction, when the brake is in action. By means of the screw passing through J, and threaded into H, the band can be adjusted nearer or to or further from drum A, and the correct clearance obtained. At K is shown the internal projection from B which forms the anchorage for internal brake band F and L is the adjustment for positioning this band in relation to the drum. Both bands are solidly supported at their ends by the center points M and N, which are respectively to the ends of brake band D and in M is pivoted one end of the link O to the other end of which is attached the operating pulley W. The inter-rod-bolt, P is pivoted in O at the point Z, and is secured in lug N by an adjustable nut X. When a pull is exerted through pull rod W, lugs M and N are drawn together and the band is contracted in diameter so that it bears upon drum A with the result that a very powerful friction is produced between lining E and the surface of drum A and the required braking effect is produced. When the pull at W ceases, compression spring Q restores the parts to the off position and the band clears the drum. By screwing nut X onto its thread, the two ends of the band can be brought closer together, to compensate for wear that the lining sustains and the position of the upper end of the band can be adjusted with relation to the drum by turning nut Y, which is held stationary by a support fastened to the axle housing. Internal brake band F has riveted to its ends the two lugs RR, between the two of which is pivoted the opposing elliptical cam T, which is fast to one end of the curved lever S to the other end of which is fastened the pull rod V. When V is operated, the projections of cam T act against the faces of lugs RR expanding force apart the lugs RR against the inside of drum A and producing the required braking effect. Tension spring U restores the parts to their normal position and releases the brake when the pull on V ceases. At several points on both bands are usually provided light springs (not shown) designed to prevent them from rattling under road vibration. As here shown, both brakes are arranged to be operated by pull rods extending forward to points upon the car frame, but it is quite as common practice to operate each pair of brakes from a separate "boss" shaft attached to the rear axle casing, these shafts being rotated by rods carried forward on the car frame. In that case, the braking pull upon the mechanism is from the opposite direction and the operating mechanism is then reversed, but the principle remains the same. The toggle joint arrangement for contracting the

external brake as here described, is almost universally used, but instead of the cam device here depicted for setting the internal brake some form of toggle is quite often employed. Questions of general interest to motorists will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address Albert L. Clough, care of our office.

GEARS DO NOT STAY IN MESH

J. A. writes: Sometimes, when pulling hard on intermediate speed, the gears may car jump out of mesh. Why is this and what is the remedy?

Answer: This is probably due to weakness in the gear locking device. This usually consists of a pointed ended plunger, operated by a spring which engages a slot in the shifter bar, when the gear is in engagement and is supposed to hold it in position. The plunger end or the slot may be worn out of shape, the spring may be weak or stuck and there may be some misadjustment that prevents the shifter bar being moved enough to hold the plunger fully into the slot. It is also possible that the faces of the intermediate gears have been battered out of shape to such an extent that they have acquired a tendency to push away from each other sidewise. If you take the cover off the transmission so that all parts are exposed and note the action of the lock and gears, when in middle speed position, we believe that you will discover the cause of this trouble.

CAR COASTS SLUGGLISHLY

J. M. A. writes: My Ford car does not coast freely, even on a pretty steep grade, but seems to be retarded by something in the mechanism although the clutch is held in neutral. Is there anything about this make of car which accounts for this or is something wrong adjusted? The most common cause of low coasting ability in these cars is the dragging of the bands upon the drums of the transmission. If they are too tightly adjusted or out of proper shape they are likely to produce a constant friction, which acts as a brake. Faulty clutch adjustment, which prevents the clutch discs from fully separating and too tight adjustment of the rear wheel brakes, also produce a decided dragging effect. By pushing the car around, over a level floor, while the clutch-pedal is held in neutral and checking up the band and brake adjustments, you may be able to locate the trouble, but this make of car is not specially noted as a free coaster.

RINGS MAY LACK END CLEARANCE

C. M. writes: I fitted two of the four pistons of my engine with new rings and now I can hardly crank it. If I had fitted all four pistons, I don't believe I could turn the engine over at all now, although it is beginning to crank a little easier. I cleaned and polished the ring grooves, why do they bind so?

Answer: While new rings always operate with very considerable friction, on account of their bearing surfaces being rough as compared with the polished cylinder walls and on account of slight inaccuracies in the cylinder bore we fear that you may have fitted your rings rather too tightly and that the ends of each ring come together when the engine is hot. They should not do so and to prevent this a clearance of say 1/64 in. should be allowed between their two ends at the cut, when the parts are cold. You should make sure that there is sufficient end clearance and that the engine is run very gently with plenty of oil until the rings wear in. If the cylinder bores are not fairly true, you will have difficulty in securing a good ring fit.

Questions of general interest to motorists will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address Albert L. Clough, care of this office.

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Sunday School Lesson

July 11.—Jonathan Befriended David

Lesson.—1 Samuel 20. Printed Text. 1 Sam. 20: 32-42. Golden Text.

"A friend loveth at all times; And a brother is born for adversity." — Prov. 17:17.

Historical Setting

Time—1068 B. C. Place—Gibeah.

Setting.—David's victory over Goliath won him Saul's increasing admiration and the pure, unselfish affection of Jonathan ("gift of Jehovah"), Saul's chivalrous son; an affection deserved, reciprocated. Saul attempts to hold him in military rank, gives his promised wife to another, seeks to trap him to death through his love for her (tries again to kill him, attempts his arrest, David flees to Samuel at Ramah, then back to Jonathan outside the capital, Gibeah. Jonathan has steadily championed David with the faces of the intermediate gears have been battered out of shape to such an extent that they have acquired a tendency to push away from each other sidewise. If you take the cover off the transmission so that all parts are exposed and note the action of the lock and gears, when in middle speed position, we believe that you will discover the cause of this trouble.

Comments

Verse 32.—Between the last lesson and this occurred David's marriage to Michal, the daughter of Saul, Saul's persistence in David, Saul's anger, and the covenant between Saul and Jonathan. Jonathan was Saul's eldest son, the heir apparent, high-minded, high-minded and handsome. In self-forgetfulness, valor and contempt for danger, Jonathan has been called the "noblest figure in Old Testament." In saving David, Jonathan risked his own safety.

Verse 33.—Sins of jealousy and wrath destroy every semblance of manhood.

Verse 34.—Jonathan's anger was of a different type. It was right, because of an unreasonable and murderous attempt upon the life of his best friend. He forgot the contemptible insult to himself, and thought only of his comrade.

Verse 35.—Read the first part of the chapter in order to find the plan agreed upon by David and Jonathan in case they had no chance to talk together.

Verse 36.—By sending the boy a long way, Jonathan had pretext for shouting loudly so that David in his hiding-place could hear.

Verse 37.—This was the signal agreed upon which meant that David was to go farther away from Saul (v. 22).

Verse 38.—Jonathan was eager to get the boy away from the scene in order that he and David might have opportunity to talk with each other.

Verse 39.—Jonathan took the initiative in this drama. He was at the time superior in rank as well as in usefulness. The lad was both innocent and ignorant of his own complicity.

Verse 40.—It is unfortunate that two perfectly honorable friends should ever have to resort to subterfuge in the enjoyment of their friendship.

Verse 41.—David's previous trouble was slight. His present experience were tragic to him. He and Jonathan were not ashamed of their tears. Sometimes men should rather be ashamed of the absence of tears.

Verse 42.—There was danger every moment, and "it was kind" in Jonathan to hasten his friend's departure. Jonathan's filial duty and patriotism prevented complete rupture with his father, but David went away a well-known secret order has memorized this beautiful friendship so as to make it one of the outstanding events of antiquity.

Practical Points

We find here a true friendship especially on the part of the prince-ly Jonathan. Notice its prominent traits:

1.—It is self-denying.—Jonathan was the heir-apparent to the throne of Israel; but his love for David was so self-forgetting that he was willing to renounce his own advancement for his friend's sake.

2.—It springs from the heart.—Jonathan's friendship for David was intelligent, for he saw in his friend the elements of greatness; but its source was in the heart, not in the head. He loved his friend with a warm, tender, fervent love, sympathized with his wrongs, and felt more keenly than he would have told his own.

3.—It was a covenant friendship.—These two young men had made mutual vows, given pledges of fidelity to each other, extending even beyond their own lives to their children. Their agreement was not in writing—"a scrap of paper"—but given on their hearts.

4.—It was a holy friendship, as is all true friendship.—God was a witness to their vows, and in God's name they were fulfilled.

5.—It was a lasting friendship.—Turn the pages until you come to the story of David as king, long years afterward (2 Sam. 9). He sought out in obscurity the helpless son of Jonathan, endowed him with riches, and gave him an honored place at his own table.

There is one royal friend who shows to us, even in our unworthiness, a friendship surpassing Jonathan's. He owns us in our low estate and makes intercession for us before the throne.

FIRST AERIAL YACHT IS LAUNCHED

KEYPORT, N. J.—The first air yacht, a capacious and elegantly furnished flying boat with two cabins seating ten passengers, a separate compartment for pilots and a baggage compartment, was officially launched by Governor Edwards of New Jersey, at the plane and Motor Company here.

Although the yacht has a wingspread of 104 feet, there have been larger flying boats used in the American and British navies, and it is not in size that the Aeromarine yacht is most noteworthy. It is in features that make the big ship a yacht rather than a boat—refinements like wind and waterproof cabins, large ports screened with curtains, electric lights, comfortable wicker chairs, ventilators and furnishings—that the Aeromarine excels.

In the bow of the big yacht which is painted pure white, is a cockpit which is used for observation purposes. It affords an unobstructed view. Just behind this in the top of the hull is a sliding door. This leads into the main passenger cabin beautifully furnished, roomy, and comfortable. This compartment contains six wicker chairs arranged two by two, with an aisle between. Each passenger has a circular window of celluloid eighteen inches in diameter to himself. A sliding door connects with the front cockpit, so that passengers need not go up the stairs to reach it.

To the rear of the cabin, but ahead of the front wing beam is a space for baggage or mail. Behind that is another compartment, corresponding to the chart room of a yacht, in which pilot and mechanic sit together. The roof of their compartment is raised above that of the main cabin so that they have a clear view ahead. Beneath this compartment are the gasoline and oil tanks. The pilot and mechanic are located under the upper wing close to the two Liberty motors, which are set a short distance on either side of the hull in the gap



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